

## Fuel oil non-availability report

NOTE: Send this report via email to: [marine-eca@epa.gov](mailto:marine-eca@epa.gov)

Name of Vessel: <b>ALPINE MIA</b>		Flag: <b>HONG KONG</b>		IMO Number: <b>9391426</b>
(if other relevant registration # enter here) :Official Number				
Provide a description of the vessel's voyage plan in place at the time of entry into the North American ECA (Attach copy of plan if available) :				
<p><b>VESSEL'S PREVIOUS VOYAGE ENDED IN MONTREAL. VESSEL ARRIVED IN MONTREAL WITH SUFFICIENT LSFO ONBOARD TO COMPLETE VOYAGE AND EXIT ECA. UPON DEPARTING, VESSEL WAS CLEARED FOR 'ARUBA FOR ORDERS'. SHORTLY AFTER THAT WE FOUND AND BOOKED BUSINESS FOR THE VESSEL FOR LOADING IN ST. JOHN (NB) AND DISCHARGE IN SAN JUAN, PUERTO RICO. THE VESSEL DID NOT HAVE SUFFICIENT LSFO TO CALL ST JOHN, SO WE HAD TO FILE A WAIVER WITH THE CANADIAN AUTHORITIES FOR THAT. THERE WAS NO LSFO AVAILABLE FOR PURCHASE AT ST JOHN, SO THE VESSEL HAD TO CONTINUE BURNING HSFO IN PORT AND WILL NEED TO DO SO ON ARRIVAL IN SAN JUAN. WE PLAN ON REPLENISHING LSFO IN SAN JUAN.</b></p>				
Port of Origin:	<b>ST JOHN (NB)</b>	Date:	<b>JULY 1, 2014</b>	
Port of Destination:	<b>SAN JUAN, PUERTO RICO</b>	First US port of Arrival:	<b>SAN JUAN, PUERTO RICO</b>	
Date vessel first received notice that it would be transiting in the N. American ECA:				<b>JUNE 4, 2014</b>
Vessel's location at the time of notice:		<b>ROTTERDAM</b>		
Date/Time ship operator expects to enter N American ECA:			<b>JULY 6, 2014 08:00 HRS</b>	
Date/Time ship operator expects to exit N American ECA:			<b>APPROXIMATELY JULY 8<sup>TH</sup>/NOON TIME</b>	
Projected days ship's main propulsion engines will be in operation within N American ECA:				<b>ABOUT 2-2.5 DAYS</b>
Sulfur content of fuel oil in use when entering and operating in the N American ECA:				<b>0.84% WHICH WAS DEPLETED AT ST JOHN, AND THEN 2.25%</b>
Provide a description of actions taken to attempt to achieve compliance prior to entering North American ECA, including a description of all attempts that were made to locate alternative sources of compliant fuel oil, and a description of the reason why compliant fuel oil was not available:				
<p><b>WHILE THE VESSEL WAS IN MONTREAL AND DISCHARGING THE PREVIOUS CARGO, WE INQUIRED WITH THE VESSEL TO SEE IF ANY LSFO COULD BE TAKEN. THIS WAS NOT POSSIBLE ON ACCOUNT OF THE OWNER'S POLICY AGAINST COMMINGLING BUNKERS WHICH IS OUTLINED BELOW. NEXT PORT OF CALL WAS ST. JOHN (NB) WHICH DOES NOT HAVE LSFO AVAILABLE. WE WILL REPLENISH LSFO AT THE NEXT PORT AFTER ST JOHN WHICH WILL BE SAN JUAN, PUERTO RICO.</b></p> <p>As per Company Policy vessel operation manual sec 14.1.3 attached company policy bunkers "No 2 bunkers are not to be mixed exceeding the ratio of 80:20" vessel on arrival montreal port 22.06.2014 had lsfo bunkers ROB: 113.3 mt. Since the vessel has only one tank dedicated to LSFO it would require mixing of bunkers exceeding the limit of ratio 80:20. hence could not stem for LSFO. the vessel had sufficient bunkers to exit out of NA-ECA as the next port of call orders were for ARUBA.</p>				



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Specify steps you have taken, or are taking, to resolve these operational constraints that will allow you to use all commercially available residual fuel oil blends:
N/A

Describe availability of compliant fuel oil at the first port-of-call in the United States, and plans to obtain that fuel oil:
THERE IS LSFO AVAILABLE IN SAN JUAN, THEREFORE WE HAVE STEMMED A REQUIRED AMOUNT THAT WILL ALLOW VESSEL TO COMPLETE OPERATIONS THERE AND ALSO ARRIVE SAFELY AT A NEXT POSSIBLE PORT WITH IN THE ECA.
If compliant fuel oil is(was) not available at the first port-of-call in the United States, list the lowest sulfur content of available fuel oil(s) or the lowest sulfur content of available fuel oil at the next port-of-call in the United States:
N/A


List below U.S. ports visited in the last 12 months:			If vessel or owner/operator has submitted a Fuel Oil Non-Availability Report to the United States Government in the previous 12 months, list the number of Fuel Oil Non Availability Reports previously submitted and provide details on the dates and ports visited while using non-compliant fuel oil:				
Name	Date	Did vessel use compliant fuel oil? (yes/no)					
N/A FIRST CALL SINCE NOV. 2011			Report	Date	Port	Type of Fuel	Comments
			1)	5/15/13	NEW YORK	1.94%-2.33% FUEL OIL	WE ARRIVED FROM EUROPE WITH NON COMPLIANT FUEL OIL AND SUPPLIED COMPLIANT FUEL OIL AT FIRST PORT OF CALL IN USA (NEW YORK)
			2)	6/20/13	NEW HAVEN, CT	0.95% - 3.14%	VESSEL RAN OUT OF COMPLIANT FUEL AT SEA ON WAY TO NEW HAVEN, THERE WAS NON AVAILABLE AT PRIOR PORT.

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			3)	11/21/13	CORPUS CHRISTI, TX	0.98%-2.9%	VESSEL WAS IN MEXI WHEN IT LEARNED IT WOULD BE CALLING USA, NO LSFO AVAILABLE, AND VES RAN OUT ON TRANSI TO CORPUS CHRISTI.
			4)	12/27/13	JACKSONVILLE, FL	0.96%-2.79%	VESSEL ORIGINALLY BEGAN VOYAGE WITI SUFFICIENT LSFO TO PERFORM VOYAGE, B EXTENSIVE DELAYS A' LOADPORT CAUSED T SUPPLY TO RUN LOW THERE WAS NONE AVAILABLE AT LOAD PORT.
			5)	1/13/14	HOUSTON, TX	2.68%	VESSEL RECEIVED LSF IN PRIOR PORT, BUT TESTING REVEALED IT WAS OFF-SPEC AND COULDN'T BE USED.
			6)	6/3/14	CHARLESTON, SC	2.237%	VESSEL ORIGINATED I BONNY, NIGERIA WHERE NO LSFO IS AVAILABLE
Ship Master Name:			Captain Narender Atri		Ship Operator Name:		ST Shipping and Transport Pte Ltd.
Legal Agent in the U.S.:					Ship Owner Name:		Diamond S Management
Name of designated Corporate Official: CHERYL DRISCOLL							
Address (Street, City, Country, Postal Code):						Tel. Num.:	
301 Tresser Blvd. Stamford, CT 06901						203 328 2800	

I hereby certify under penalty of law that the statements and information made herein are, to the best of my knowledge and belief, true and complete. I am aware that there are significant penalties for knowingly submitting false statements and information, including possibility of fines and imprisonment pursuant to 18 U.S.C. 1001

Signature 	Print Name MATTHEW MACIEJEWSKI	Date JULY 3, 2014
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